TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

A. W. KEITH.....Dunsmuir, Cal.
P. V. STONE.....Klamath Falls, Ore.
C. E. ALWARD.....Klamath Falls, Ore.
D. R. ANDERSON.....Dunsmuir, Cal.
F. J. DEON.....Alturas, Cal.

ROAD FOREMEN OF ENGINES

J. E. PETERSON.....Dunsmuir, Cal.
A. L. SHOUPE.....Klamath Falls, Ore.

ASST. ROAD FOREMEN OF ENGINES

R. M. DICKSON.....Dunsmuir, Cal.
P. G. VAUGHAN.....Klamath Falls, Ore.
K. E. GREEN.....Alturas, Cal.

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir, Cal.

J. C. SLADE
Assistant Superintendent, Dunsmuir, Cal.

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION

TIMETABLE

63

EFFECTIVE SUNDAY, SEPTEMBER 30, 1956
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

A. W. KILBORN,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Dunsmuir	Dr. E. V. Anderson	District Physician and Surgeon
Dunsmuir	Dr. D. D. Todorovic	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Mt. Shasta	Dr. J. B. McGuire	District Physician and Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. J. W. Bradshaw	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope	Oculist and Aurist
Red Bluff	Dr. J. L. Faulkner	District Physician and Surgeon
Red Bluff	Dr. Don E. Thompson	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. R. G. Frey	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Redding	Dr. H. R. McVickers	Asst. Dist. Physician and Surgeon
Redding	Dr. Alex J. Otten	Oculist and Aurist
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Dorris	Dr. C. R. Drader	Emergency Surgeon
Klamath Falls	Dr. C. V. Rugh	Division Physician and Surgeon
Klamath Falls	Dr. Marvin Nerseth	District Physician and Surgeon
Klamath Falls	Dr. R. H. Engelecke	District Physician and Surgeon
Klamath Falls	Dr. John D. Merryman	District Physician and Surgeon
Klamath Falls	Dr. R. W. Stearns	Oculist and Aurist
Merrill	Dr. F. E. Trotman	Emergency Physician and Surgeon
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon
Alturas	Dr. Phillip W. McKenney	Asst. Dist. Physician and Surgeon
Lakeview	Dr. C. E. Leithead	District Physician and Surgeon
Yreka	Dr. D. L. Meamber	Emergency Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL.....SAN FRANCISCO
EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
Red Bluff.....Jones & Smith, G. C. Wilkins & Son
Redding.....Dobrowsky's
Dunsmuir.....L. L. Huddle
Mt. Shasta.....V. M. Penserini
Weed.....J. N. Wilmarth
Ashland.....Jas. B. Madison, B & J Jewelers
Klamath Falls.....J. C. Renie
Alturas.....Virgil Pratt
Lakeview.....B. H. Amos

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment:												
SP....	Box—Express.....	41′	24									
SP....	Baggage.....	60′	48	40								
SP....	Baggage.....	61′		45								
SP....	Baggage.....	66′	65	54								
SP....	Baggage.....	70′	63									
SP....	Baggage and Mail....	60′	56									
SP....	Baggage and Mail....	66′	68	60								
SP....	Baggage and Mail....	69′	64									
SP....	Baggage and Mail....	70′	66									
SP....	Baggage and Psgr.....	60′	51									
SP....	Baggage and Psgr.....	61′		58								
SP....	Baggage—Horse.....	70′	67									
SP....	Baggage—Horse.....	80′	75									
SP....	Postal.....	40′	42									
SP....	Postal.....	60′	59									
SP....	Postal—Storage.....	60′	54									
SP....	Postal—Storage.....	61′	61									
SP....	Club.....	75′			83				80			
SP....	Club.....	77′				100				92		
SP....	Chair.....	60′	53		70				67			
SP....	Chair.....	72′			82		80		79		80	
SP....	Chair.....	73′			78				75			
SP....	Chair.....	74′			90		85	98	87		85	90
SP....	Coach.....	60′	50		67				64			
SP....	Coach.....	70′			78		76		75		76	
SP....	Coach.....	72′	60		81		79		78		79	
SP....	Coach.....	74′			87				84			
SP....	All Day Lunch.....	60′	51		63				60			
SP....	Cafe—Lounge.....	72′			86				83			
SP....	Diner.....	73′	79									
SP....	Diner.....	77′			92	100	85		89	92	85	
SP....	Diner.....	79′					88				88	
SP....	Diner.....	80′				105				97		
SP....	Lounge.....	75′			85		80		82		80	
SP....	Lounge.....	80′			95		93		92		93	
SP....	Observation—Lounge.	75′					94				94	
SP....	Observation—Smoking	69′		78								
SP....	Observation—Smoking	72′			83				80			
SP....	Observation—Smoking	74′	78									
SP....	Official.....	Var.	79	79			96				96	
Pull...	Standard Sleeper.....	"			92	90		93	89	90		93
Pull...	Lounge.....	"			90	88		89	87	88		89
Pull...	Troop Sleeper.....	"	38									
Pull...	Troop Kitchen.....	"	39									
USA..	Kitchen.....	"	40									
USA..	Ward.....	"			90	87			87	79		
USA..	Dressing.....	"			86				83			
USA..	Mortuary.....	"	79									
USA..	Hospital (89200-01)...	"			84				81			
USA..	Hospital (89340-52)...	"			78				75			

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED							
					COOLING SEASON				NON-COOLING SEASON			
			Steel	Steel Under-Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conventional Equipment—Con't.												
UP...	Box—Express.....	41′	22									
UP...	Baggage.....	69′	62									
UP...	Baggage.....	81′	68									
UP...	Baggage—Dormitory .	81′			76		79		73		79	
UP...	Chair.....	70′				86		89		78		86
UP...	Chair.....	74′						88				80
UP...	Club—Lounge.....	75′				92				83		
UP...	Diner.....	80′				95				87		
UP...	Lounge.....	70′						86				78
CNW.	Baggage.....	66′	68									
CNW.	Coach.....	66′					57				57	
CNW.	Diner.....	66′				88				87		
CRIP.	Express.....	41′	25									
CRIP.	Baggage.....	60′	53									
CRIP.	Baggage.....	66′	65									
CRIP.	Baggage.....	70′	68									
CRIP.	Dormitory.....	70′					78				78	
CRIP.	Chair.....	70′			82				79			
CRIP.	Coach.....	74′			82				79			
CRIP.	Club.....	75′			95				92			
CRIP.	Diner.....	80′					95				95	
Light Weight Equipment:												
SP....	Baggage.....	Var.	65									
SP....	Baggage—Postal.....	"	69									
SP....	Baggage—30 ft. Postal	"	69									
SP....	Baggage—60 ft. Postal	"	62									
SP....	Baggage—Dormitory..	"				71	64			61	64	
SP....	Chair.....	"				71	63	64		60	63	56
SP....	Chair (Articulated)...	"					99	95			99	88
SP....	Chair—Baggage.....	"						63				55
SP....	Diner.....	"				77	72	64		66	72	56
SP....	Diner (Triplex).....	"					159	174			159	150
SP....	Tavern.....	"					62	65			62	57
SP....	Coffee Shop—Lounge.	"				77	72			66	72	
SP....	Lounge.....	"				74	66			61	66	
SP....	Parlor.....	"						65				57
SP....	Parlor—Observation..	"					58	62			58	54
SP....	Sleeping Cars.....	"				80				70		
Pull...	Sleeping Cars.....	"				65	68	62		65	68	62
UP...	Bage—Dorm (C of SF)	82′					62				62	
UP...	Bage—Dorm (C of SF)	76′				79				71		
UP...	Chair.....	75′				64				56		
UP...	Club—Lounge.....	75′				66				58		
CRIP.	Baggage and Mail....	70′	52									
CRIP.	Dormitory.....	83′					61				61	
CRIP.	Chair.....	80′					61				61	
CRIP.	Diner.....	80′					64				64	
CRIP.	Diner.....	83′					68				68	
CRIP.	Coffee Shop—Lounge.	83′					69				69	

CODE: ACI: Air Conditioned—Ice System
ACEM: Air Conditioned—Electro-Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System

REDDING SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 624 Freight	SECOND CLASS 622 Freight	SECOND CLASS 620 Freight	FIRST CLASS 12 Cascade	FIRST CLASS 10 Shasta Daylight	FIRST CLASS 20 Passenger (c)	FIRST CLASS 378 Pacific Coast Expediter	Mile Post Location	Timetable No. 63 September 30, 1956 STATIONS	Distance from Gerber
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.			
Yard Limits BKWOYP	PM 4.30	AM 8.30	AM 12.30	PM 8.30	AM 11.34	AM 2.45	AM 2.25	213.8	TO-R GERBER	0.0
Yard Limits P								214.8	1.0 KISKA	1.0
								215.8	1.0 PROBERTA	2.0
98 P	4.43	8.43	12.43	8.36	11.40	2.52	2.32	218.9	3.1 RAWSON	5.1
Yd.Lmts. 54 P						s 2.58		223.4	TO 4.5 RED BLUFF	9.6
Yd.Lmts. 97 P	4.52	8.52	12.52	8.42	11.48	3.07	2.39	224.5	1.1 GLADE	10.7
97 P	5.02	9.02	1.02	8.47	11.52	3.14	2.44	228.9	4.4 BLUNT	15.1
105 P	5.14	9.14	1.14	8.52	AM 11.57	3.20	2.50	233.6	4.7 HOOKER	19.8
97 P	5.22	9.22	1.22	8.58	PM 12.02	c 3.30	2.57	240.4	6.8 TO COTTONWOOD	26.6
104 P	5.27	9.27	1.27			3.35	3.01	244.2	3.8 CULP	30.4
100 P	5.31	9.31	1.31	9.04	12.08	c 3.40	3.05	247.1	2.9 TO ANDERSON	33.3
104 P	5.40	9.40	1.40	9.09	12.13	3.47	3.12	253.5	6.4 GIRVAN	39.7
Yard Limits 177 BKWIP	5.48	AM 9.48	1.48	s 9.16	s 12.20	s 4.07	3.18	258.2	4.7 TO REDDING	44.4
102 P								263.0	4.8 SILVERTHORN	49.2
100 P								266.3	3.3 CENTRAL VALLEY	52.5
100 P								270.4	4.1 McCOLL	56.6
P								273.2	2.8 PITBRIDGE	59.4
120 P								277.6	4.4 O'BRIEN	63.8
100 P								281.2	3.6 MEAD	67.4
101 WYP						c		285.7	4.5 LAKEHEAD	71.9
104 WP								289.8	4.1	
110 P								296.7	DELTA	76.0
98 P								300.2	3.5 LAMOINE	79.5
63 P								304.0	3.8 GIBSON	83.3
106 P								306.0	2.0 FISHER	85.3
108 P								309.4	3.4 SIMS	88.7
48 P								313.1	3.7 CONANT	92.4
Yard Limits 115 P								315.3	2.2 CASTELLA	94.6
Yard Limits BKP	8.30 PM	12.30 PM	4.30 AM				s 5.15 AM	318.3	3.0 CASTLE CRAG	97.6
Yard Limits BDKWOTP				s 10.50 PM	s 1.52 PM	s 6.10 AM		321.2	2.9 TO-R DUNSMUIR YARD	100.5
								322.1	0.9 TO-R DUNSMUIR	101.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(101.4)	
	624	622	620	12	10	20	378			

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time for westward first-class trains applies at train-order signal Redding.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30 ..	316.1	Dirigo.....	14396
		Matheson Branch	
15W ..	262.3	Kesdam.....(Spur)	14654
.. ..	268.0	Motion.....	14660

Timetable No. 63
September 30, 1956

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Dunsmuir	11 Cascade	19 Passenger	9 Shasta Daylight	377 Pacific Coast Expediter
				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.
213.8	TO-R **GERBER** 1.0	11707	101.4	s AM 4.53	s PM 2.40	s PM 7.22	s PM 11.45
214.8	**KISKA** 1.0	14301	100.4				
215.8	**PROBERTA** 3.1	14302	99.4				
218.9	**RAWSON** 4.5	14305	96.3	4.46	2.30	7.13	11.30
223.4	TO **RED BLUFF** 1.1	14310	91.8		s 2.20		
224.5	**GLADE** 4.4	14311	90.7	4.38	2.15	7.06	11.21
228.9	**BLUNT** 4.7	14315	86.3	4.34	2.09	7.02	11.15
233.6	**HOOKER** 6.8	14320	81.6	4.29	2.03	6.57	11.08
240.4	TO **COTTONWOOD** 3.8	14327	74.8	4.23	s 1.49	6.51	11.00
244.2	**CULP** 2.9	14330	71.0	4.19	1.45		10.56
247.1	TO **ANDERSON** 6.4	14333	68.1	4.16	s 1.38	6.45	10.53
253.5	**GIRVAN** 4.7	14340	61.7	4.11	1.32	6.40	10.46
258.2	TO **REDDING** 4.8	14344	57.0	s **4.07**	s 1.25 PM	s 6.36	10.40 PM
263.0	**SILVERTHORN** 3.3	14349	52.2				
266.3	**CENTRAL VALLEY** 4.1	14353	48.9				
270.4	**McCOLL** 2.8	14357	44.8				
273.2	**PITBRIDGE** 4.4	14359	42.0				
277.6	**O'BRIEN** 3.6	14364	37.6				
281.2	**MEAD** 4.5	14367	34.0				
285.7	**LAKEHEAD** 4.1	14372	29.5				
289.8 296.7	**DELTA** 3.5	14376	25.4				
300.2	**LAMOINE** 3.8	14380	21.9				
304.0	**GIBSON** 2.0	14383	18.1				
306.0	**FISHER** 3.4	14385	16.1				
309.4	**SIMS** 3.7	14389	12.7				
313.1	**CONANT** 2.2	14392	9.0				
315.3	**CASTELLA** 3.0	14395	6.8				
318.3	**CASTLE CRAG** 2.9	14398	3.8				
321.2	TO-R **DUNSMUIR YARD** 0.9	14401	0.9				8.50 PM
322.1	TO-R **DUNSMUIR**	14402	0.0	2.30 AM	11.25 AM	5.05 PM	
	(101.4)			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.
				11	19	9	377

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time for westward first-class trains applies at train-order signal Redding.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

Timetable No. 63
September 30, 1956

Matheson Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Coram
Yard Limits BKWIP	258.2	TO **REDDING**	14344	14.5
26	261.0	2.8 **MIDDLE CREEK**	14653	11.7
15 P	263.2	2.2 **KETT**	14655	9.5
P	268.9 267.2	5.7 **MATHESON**	14659	3.8
27 P	271.0	3.8 **CORAM**	14663	0.0
		(14.5)		

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings		SECOND CLASS		634 Freight	632 Freight	630 Freight	FIRST CLASS 12 Cascade	10 Shasta Daylight	20 Passenger (c)	378 Pacific Coast Expediter	Mile Post Location	STATIONS	Distance from Dunsmuir Yard
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Passenger	Lv. Daily Ex. Sun., Mon.			
Yard Limits	BKP									AM 5.25	321.2	TO-R **DUNSMUIR YARD**	0.0
	BKWDOTP						PM 10.57	PM 1.58	AM 6.40		322.1	0.9 TO-R **DUNSMUIR**	0.9
	109 P										326.1	4.0 **SMALL**	4.9
	P										327.6	1.5 **CANTARA**	6.4
	144 P										331.4	3.8 **MOTT**	10.2
	116 P										333.5	2.1 **AZALEA**	12.3
	94 WYP								s		336.7	3.2 **MOUNT SHASTA**	15.5
	111 P										339.1	2.4 **UPTON**	17.9
	116 P										342.0	2.9 **DEETZ**	20.8
	Yard Limits 230 WYP			PM 7.10	AM 11.10	AM 3.10	PM 11.42	PM 2.40	AM 7.40	AM 6.30	342.3 345.1 345.2	2.8 TO **BLACK BUTTE**	23.6
	103 P			**7.30**	11.27	3.27	PM 11.54	2.52	7.53	6.42	352.2	7.0 **HOTLUM**	30.6
	102 P			7.41	11.38	3.38	AM 12.02	3.00	8.02	6.51	357.2	5.0 **BOLAM**	35.6
	103 P			7.48	11.45	3.45	12.07	3.05	8.08	6.58	360.7	3.5 **ANDESITE**	39.1
	107 P			7.55	AM 11.52	3.52	12.13	3.11	8.15	7.05	364.8	4.1 **COUGAR**	43.2
	E 107 W113 WYP			8.13	PM 12.10	4.10	12.19	3.16	8.21	7.12	368.5	3.7 TO **GRASS LAKE**	46.9
	95 P			8.21	12.18	4.18	12.24	3.21	8.27	7.18	373.1	4.6 **ERICKSON**	51.5
	107 P			8.26	12.23	4.23	12.28	**3.25**	8.33	7.23	377.2	4.1 **PENOYAR**	55.6
	YP										380.6	3.4 **LEAF**	59.0
	100 P			8.32	12.29	4.29	**12.33**	3.32	f 8.39	7.29	381.9	1.3 TO **BRAY**	60.3
	73 P			8.37	12.34	4.34	12.38		**8.47**	7.34	386.0	4.1 **KEGG**	64.4
	105 P			8.42	12.39	4.39	12.43	3.42	8.54	7.39	390.0	4.0 **JEROME**	68.4
	90 P			8.47	12.44	4.44	12.47	3.48	c 8.59	7.43	394.0	4.0 **MT. HEBRON**	72.4
	P								s 9.02		396.7	2.7 TO **MACDOEL**	75.1
	100 P			8.52	12.49	4.49	12.51	3.53	9.09	7.48	398.3	1.6 **SOMERSET**	76.7
	104 P			8.57	12.54	4.54	12.55	3.58	9.15	7.53	402.6	4.3 **MAY**	81.0
	114 P			9.03	1.00	5.00	12.59	4.09	s 9.22	7.58	407.1	4.5 TO **DORRIS**	85.5
	101 P			9.14	1.11	5.11	1.08	4.19	9.34	**8.09**	415.6	8.5 **WORDEN**	94.0
	96 P			9.23	1.20	5.20	1.14	4.25	9.40	8.16	422.3	6.7 **MIDLAND**	100.7
Yard Limits	P						1.17	4.28	9.43	8.20	426.2	3.9 **TEXUM**	104.6
	BKWDOTYP			9.35 PM	1.30 PM	5.30 AM				s 8.30 AM	428.7	2.5 TO-R **KLAMATH FALLS YARD**	107.1
	BKDWTYP						s 1.25 AM	s 4.35 PM	s 9.50 AM		429.5	0.8 TO-R **KLAMATH FALLS**	107.9
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(107.9)	
				634	**632**	**630**	**12**	**10**	**20**	**378**			

Timetable No. 63
September 30, 1956

Automatic Block Signal System

Centralized Traffic Control

Water Supply—Three-fourths mile east of Cantara.

RULE S-72. Exception: No. 10 is superior to No. 377.

RULE 82-A. Authority for movement of second-class trains and sections thereof Dunsmuir Yard to Black Butte will be authorized by clearance and trains will register and display signals and indicators Dunsmuir Yard to Black Butte accordingly.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
20 W ..	335.1	Pioneer.....(Spur)	14414
211 E ..	386.9	Kegg Pit.....(6 tracks)	14465

Timetable No. 63
September 30, 1956

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Klamath Falls	19 Passenger (c)	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade
				Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily
321.2	TO-R **DUNSMUIR YARD** 0.9	14401	107.9			PM s 8.40	
322.1	TO-R **DUNSMUIR** 3.3	14402	107.0	AM s 11.00	PM s 4.55		AM s 2.20
326.1	**SMALL** 4.0	14406	103.0				
327.6	**CANTARA** 3.8	14407	101.5				
331.4	**MOTT** 2.1	14411	97.7				
333.5	**AZALEA** 3.2	14413	95.6				
336.7	**MOUNT SHASTA** 2.4	14416	92.4	s 10.10			
339.1	**UPTON** 2.9	14418	90.0				
342.0	**DEETZ** 2.8	14421	87.1				
342.3							
345.1	TO **BLACK BUTTE** 7.0	14424	84.3	9.57	4.11	7.42	1.26
345.2							
352.2	**HOTLUM** 5.0	14431	77.3	9.44	3.59	**7.30**	1.14
357.2	**BOLAM** 3.5	14436	72.3	9.35	3.51	7.21	1.06
360.7	**ANDESITE** 4.1	14440	68.8	9.29	3.46	7.15	1.01
364.8	**COUGAR** 3.7	14444	64.7	9.23	3.40	7.09	12.55
368.5	TO **GRASS LAKE** 4.6	14447	61.0	9.17	3.35	7.03	12.50
373.1	**ERICKSON** 4.1	14452	56.4	9.08	3.29	6.57	12.45
377.2	**PENOYAR** 3.4	14456	52.3	9.03	**3.25**	6.52	12.40
380.6	**LEAF** 1.3	14460	48.9				
381.9	TO **BRAY** 4.1	14461	47.6	s 8.55	3.20	6.46	**12.33**
386.0	**KEGG** 4.0	14465	43.5	**8.47**			
390.0	**JEROME** 4.0	14469	39.5	8.42	3.11	6.35	12.19
394.0	**MT. HEBRON** 2.7	14473	35.5	c 8.38	3.07	6.31	
396.7	TO **MACDOEL** 1.6	14476	32.8	s 8.34			
398.3	**SOMERSET** 4.3	14477	31.2	8.32	3.03	6.26	12.12
402.6	**MAY** 4.5	14482	26.9	8.28		6.21	
407.1	TO **DORRIS** 8.5	14486	22.4	s 8.23	2.56	6.16	12.04 AM
415.6	**WORDEN** 6.7	14495	13.9	**8.09**	2.47	6.06	11.55 PM
422.3	**MIDLAND** 3.9	14501	7.2	8.03	2.41	5.59	11.49
426.2	**TEXUM** 2.5	14505	3.3				
428.7	TO-R **KLAMATH FALLS YARD** 0.8	14508	0.8				
429.5	TO-R **KLAMATH FALLS**	14509	0.0	7.55 AM	2.35 PM	5.50 PM	11.43 PM
	(107.9)			Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily
				19	**9**	**377**	**11**

Automatic Block Signal System — Centralized Traffic Control

Water Supply—Three-fourths mile east of Cantara.

RULE S-72. Exception: No. 10 is superior to No. 377.

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS 640 Freight Leave Daily	638 Freight Leave Daily	636 Freight Leave Daily	Mile Post Location	Timetable No. 63 September 30, 1956 STATIONS	Station Number	Distance from Ashland
		PM	PM	AM			
Yard Limits 230 WYP	9.20	1.20	5.20	345.2	TO **BLACK BUTTE**	14424	85.1
				347.0	1.8		
				345.8	**IGERNA**	14702	83.3
Yard Limits 98 BKYP	9.35	1.35	5.35	348.4	2.6 TO-R **WEED**	14704	80.7
41 P	9.50	1.50	5.50	353.4	5.0 **EDGEWOOD**	14709	75.7
65 P	10.07	2.07	6.07	361.0	7.6 TO **GAZELLE**	14717	68.1
P				369.1	8.1 **GRENADA**	14725	60.0
Yard Limits 62 KP	10.31	2.31	6.31	375.5	6.4 TO **MONTAGUE**	14732	53.6
61 P	10.39	2.39	6.39	380.7	5.2 **SNOWDON**	14737	48.4
P				386.2	5.5 **AGER**	14742	42.9
Yard Limits 71 WYP	11.15	3.15	7.15	393.1	6.9 TO **HORNBROOK**	14749	36.0
	PM						
46 P	11.50	3.50	7.50	401.8	8.7 TO **HILT**	14758	27.3
P				407.4	5.6 **GREGORY**	14763	21.7
	AM						
74 P	12.30	4.30	8.30	412.2	4.8 **SISKIYOU**	14768	16.9
WP				419.3	7.1 **STEINMAN**	14775	9.8
66 P	1.15	5.15	9.15	422.9	3.6 **MISTLETOE**	14779	6.2
Yard Limits BDKWTP	1.40 AM	5.40 PM	9.40 AM	429.1	6.2 TO-R **ASHLAND**	14785	0.0
	Arrive Daily	Arrive Daily	Arrive Daily		(85.1)		
	640	638	636				

Automatic Block Signal System

WESTWARD

Water Supply:
MP 403.6 (Emergency only)

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
6E ..	426.8	Belleview .....(Spur)	14783

Capacity of sidings	EASTWARD FIRST CLASS 10 Shasta Daylight Leave Daily	EASTWARD FIRST CLASS 20 Passenger Leave Daily	EASTWARD FIRST CLASS 378 Pacific Coast Expediter Lv. Daily Ex. Sun., Mon.	EASTWARD FIRST CLASS 12 Cascade Leave Daily	Mile Post Location	Timetable No. 63 September 30, 1956 STATIONS	Station Number	Distance from Crescent Lake	WESTWARD FIRST CLASS 19 Passenger Arrive Daily	WESTWARD FIRST CLASS 9 Shasta Daylight Arrive Daily	WESTWARD FIRST CLASS 377 Pacific Coast Expediter Ar. Daily Ex. Sun., Mon.	WESTWARD FIRST CLASS 11 Cascade Arrive Daily
Yard Limits BDKWTYP	PM 4.45	AM 10.20	AM 9.40	AM 1.35	429.5	TO-R KLAMATH FALLS 2.4	14509	99.1	AM s 7.30	PM s 2.25	PM s 5.30	PM s 11.33
P					431.9	CHELSEA 2.2	14511	96.7	7.18	2.20	5.20	11.25
119 P					434.1	WOCUS 4.8	14513	94.5				
121 P					438.9	ALGOMA 8.3	14518	89.7				
121 P					447.2	MODOC POINT 9.5	14526	81.4				
121 WP		s 10.50			456.7	CHILOQUIN 8.6	14536	71.9	s 6.42			
140 P					465.3	CALIMUS 5.0	14544	63.3				
121 WYP					470.3	KIRK 4.2	14549	58.3				
121 P					474.5	FUEGO 8.9	14553	54.1				
121 WP					483.4	LENZ 4.8	14562	45.2				
P					488.2	MAZAMA 4.4	14567	40.4				
121 P					492.6	YAMSAY 5.4	14572	36.0				
121 P					498.0	DIAMOND LAKE 5.3	14577	30.6				
190 BKP		AM s 11.55			503.3	TO CHEMULT 3.9	14582	25.3	s 5.50			
YP					506.6	PAUNINA 7.6	14586	21.4				
130 P					514.8	MOWICH 9.2	14594	13.8				
121 P					524.0	UMLI 4.6	14603	4.6				
Yard Limits Psgr. 45 BKWOYP	6.30 PM	s 12.40 PM	11.55 AM	3.20 AM	528.6	TO-R CRESCENT LAKE	14608	0.0	5.19 AM	12.44 PM	3.25 PM	9.50 PM
	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily		(99.1)			Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily
	10	20	378	12					19	9	377	11

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Passenger siding at Crescent Lake is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	451.8	Lobert	14531
.. ..	458.0	Pine Ridge	14537
66 ..	513.2	Gilchrist Jct	14593
.. ..	519.5	Kotan	14598

MERRILL SUBDIVISION

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 63 September 30, 1956 STATIONS	Station Number	Distance from Klamath Falls	WESTWARD SECOND CLASS 651 Freight Arrive Daily	653 Freight Arrive Daily	655 Freight Arrive Daily
	456.9				AM	PM	PM
Yard Limits BKWOYP 59	458.3	TO-R **ALTURAS**	13881	97.5	5.05	1.05	9.05
	459.9	1.6 **JUNIPER**	14802	95.9			
69 P	470.6	10.7 **FLETCHER**	14812	85.2	4.40	12.40	8.40
94 WYP	477.7	TO 7.1 **CANBY**	14819	78.1	4.30	12.30 PM	8.30
75 P	485.4	7.7 **AMBROSE**	14827	70.4	3.55	11.55 AM	7.55
74 P	493.6	8.2 **HACKAMORE**	14835	62.2	3.25	11.25	7.25
71 P	500.8	7.2 **MEARES**	14843	55.0	3.02	11.02	7.02
98 WYP	506.1	TO 5.3 **PEREZ**	14848	49.7	2.50	10.50	6.50
71 P	515.4	9.3 **CORNELL**	14857	40.4	2.36	10.36	6.36
P	521.9	6.5 **STALEY**	14864	33.9			
71 WP	524.3	2.4 **STRONGHOLD**	14866	31.5	2.24	10.24	6.24
I	525.4	1.1 **Great Northern Ry. Crossing**	. . .	30.4			
Yard Limits 39 P	529.7	TO 4.3 **TULE LAKE**	14871	26.1	2.16	10.16	6.16
96 P	533.2	3.5 **HATFIELD**	14875	22.6	2.11	10.11	6.11
71 P	537.9	TO 4.7 **MERRILL**	14880	17.9	2.05	10.05	6.05
71 P	547.1	9.2 **STUKEL**	14889	8.7	1.50	9.50	5.50
	555.0	7.9					
Yard Limits BDKWOTYP	428.7	TO-R **KLAMATH FALLS YARD**	14508	0.8	1.30 AM	9.30 AM	5.30 PM
BDKWTYP	429.5	TO-R 0.8 **KLAMATH FALLS**	14509	0.0			
		(97.5)			Leave Daily	Leave Daily	Leave Daily
					651	653	655

RULE 5. Time at Alturas applies at train-order office.

Take water at Hackamore and Stronghold only in emergency.

EAST-WARD Capacity of sidings	Mile Post Location	Timetable No. 63 September 30, 1956 Lakeview Branch STATIONS	Station Number	Distance from Lakeview	WEST-WARD
	458.3				
Yard Limits BKWOYP	456.8	TO-R **ALTURAS**	13881	55.5	
14 P	466.9	10.1 **SURPRISE**	14910	45.4	
21 P	478.6	11.7 **DAVIS CREEK**	14922	33.7	
19 P	491.2	12.6 **WILLOW RANCH**	14934	21.1	
Yard Limits WYP	512.3	TO 21.1 **LAKEVIEW**	14956	0.0	
		(55.5)			

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Alturas line	
34E ..	520.3	Copic..... (Spur)	14862
11 ..	525.6	Homestead.....	14867
16 ..	527.7	Tuber.....	14869
50 ..	536.0	Malone.....	14878
13E ..	541.0	Lost River..... (Spur)	14883
33 ..	543.8	Hosley.....	14886
4E ..	548.1	Gem..... (Spur)	14890
5E ..	550.3	Spring Lake..... (Spur)	14892
		Lakeview Branch	
.. ..	498.2	Fairport.....	14941

RULE 5. Time at Alturas applies at train-order office.

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Mt. Hebron	Stop if necessary	Daily except Sun.			To exchange U. S. Mail
20	Cottonwood	Stop	Daily			To exchange U. S. Mail
20	Anderson	Stop	Daily			To exchange U. S. Mail
20	Lakehead	Stop if necessary	Daily			To dispatch parcel post
20	Mt. Hebron	Stop	Daily except Sun. and Holidays			To exchange U. S. Mail

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on pages 2, 3, 4 and 5.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 83 (A). At the following stations, only the trains indicated will register:

Dunsmuir Yard ....
Dunsmuir ..... } Trains originating or terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars.

RULE 221. Westward trains originating at Dunsmuir need not obtain clearance at Dunsmuir Yard. Eastward trains terminating at Dunsmuir need not obtain clearance at Dunsmuir Yard.

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

RULE 83 (A). At the following stations only the trains indicated will register:

Dunsmuir Yard
Dunsmuir
Klamath Falls Yard
Klamath Falls
Weed
} Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

Klamath Falls Yard—Westward first-class trains and extra passenger trains.

Klamath Falls—Westward GNRy trains.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register.

Registration must be repeated for verification.

RULE 105. Weed: Siding is first track on station side of main track.

Black Butte. Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake. Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

Siskiyou. When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 221. Trains originating or terminating Dunsmuir Yard need not obtain clearance at Dunsmuir.

Trains originating or terminating at Klamath Falls need not obtain clearance at Klamath Falls Yard.

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

RULE 83. Westward extra trains will identify westward first-class trains between Crescent Lake and Klamath Falls.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Klamath Falls..... GNRy trains.
Crescent Lake..... First-class trains.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register.

Registration must be repeated for verification.

RULE 85. Sections of first-class schedules must not pass or run ahead of another section of the same schedule without first exchanging number and signals.

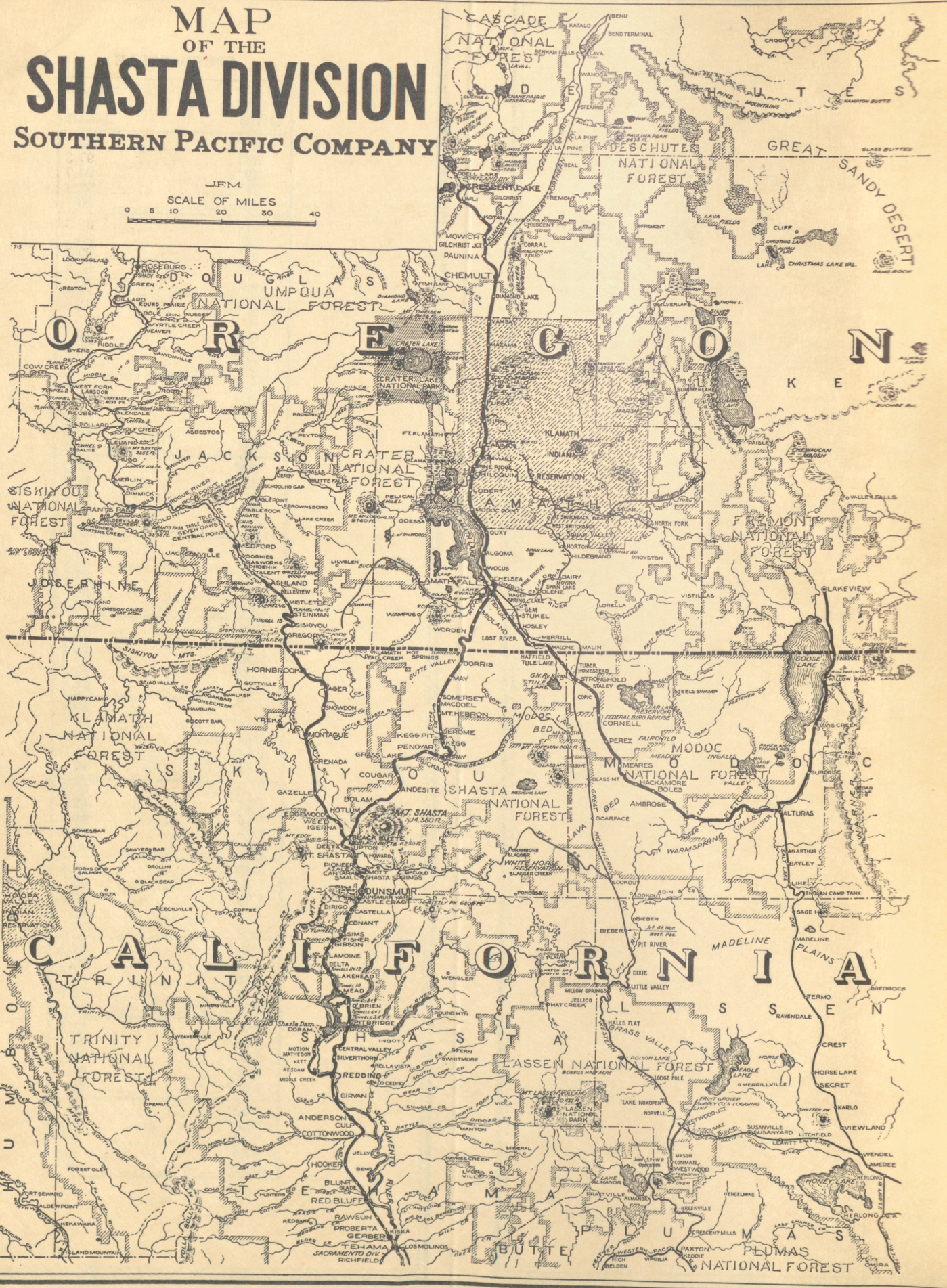
RULE 221. Chemult is a train-order office for Westward GNRy trains only.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY